

CAP PILOT FLIGHT EVALUATION - GLIDER

DATE OF CHECK:

MEMBER'S NAME (print or type)		CAP MEMBER EXP DATE	CHARTER NO	AIRCRAFT
TYPE CHECK: (Check all satisfactorily completed flight checks) ___ Initial ___ Cadet Orientation ___ FAA BFR/AFR ___ Recurrency ___ Annual Standardization ___ Instructor/Check Pilot ___ Other _____				
INSTRUCTIONS				
Section I. and II. may be completed separately within a 30-day period before the flight check. All items for the appropriate type check must be completed indicating S - Satisfactory, U - Unsatisfactory or V - Verbally. If a member can satisfactorily perform the more complex maneuvers, less complex maneuvers need not be accomplished at the discretion of the check pilot. Pilots are evaluated on their ability to satisfactorily perform the tasks assigned, knowledge of procedures, smoothness, judgment, and mastery of the aircraft. Failure to meet the standards of performance for any task performed will result in an unsatisfactory evaluation. Tolerances specified in the FAA Private Practical Test Standards represent the minimum performance expected in good flying conditions.				
I. ORAL DISCUSSION		V. GROUND LAUNCH (AUTO OR WINCH)		
A. CAPF 5 Written Exam			A. Visual Signals	
B. Review CAPR 60-1 & Supplements			B. Normal & Crosswind Takeoffs	
C. Review Flight Release Procedures			C. Ground Launch Abnormal Occurrences	
D. Review CAPF 9 Requirements			VI. IN-FLIGHT MANEUVERS	
E. Local Procedures			A. Straight Glide	
II. PREFLIGHT PREPARATION			B. Turns to Headings	
A. Certificates & Documents			C. Steep Turns	
B. Obtaining Weather Information			D. Maneuvering at Critical Slow Airspeed	
C. Flight Instruments & Systems			E. Stall Recognition and Recovery	
D. Determine Performance & Limitations			VII. PERFORMANCE AIRSPEEDS	
E. Flight Preparation & Planning			A. Minimum Sink Airspeed	
F. Equipment			B. Speed-to-fly	
G. Aeromedical Factors			VIII. SOARING TECHNIQUES	
III. GROUND OPERATIONS			A. Thermal Soaring	
A. Assembly			B. Ridge and Slope Soaring	
B. Visual Inspection			C. Wave Soaring	
C. Ground Handling			IX. APPROACHES AND LANDINGS	
D. Pre-takeoff Check			A. Traffic Pattern	
E. Post-flight Procedures			B. Normal and Crosswind Landings	
F. Takeoff Briefing			C. Slips to Landing	
IV. AEROTOW LAUNCH			D. Downwind landing	
A. Visual Signals			E. Simulated Off-airport Landings	
B. Normal & Crosswind Takeoffs			X. SAFETY AWARENESS	
C. Maintaining Tow Position			A. Clearing	
D. Slack Line Procedures			B. Vigilance	
E. Boxing the Wake			CERTIFICATES AND DOCUMENTS (CHECK PILOT VERIFIED)	
B. Tow Release			FAA Pilot Certificate No: _____	
C. Aerotow Abnormal Occurrences			BFR DATE: _____	
I certify that I have read and understand all applicable FAA, CAP, and state regulations pertaining to flying subject aircraft. I acknowledge any restrictions or training requirements stated above. I also understand that maintaining currency, recurring requirements, and compliance with applicable directives is my personal responsibility.				
DATE	MEMBER'S NAME & GRADE (Print or Type)		MEMBER'S SIGNATURE	
I certify that I have administered a CAP flight check as indicated and that the below named CAP member: ___ Has demonstrated proficiency required to fly the indicated aircraft. ___ Not qualified. Requires additional training and recheck. ___ Has demonstrated proficiency required to be a cadet orientation pilot.				
COMMENTS:				
DATE:	FLIGHT TIME:	EVALUATOR'S NAME & CERT NO:	EVALUATOR'S SIGNATURE:	
NAME & GRADE OF UNIT OPERATIONS OFFICER:		SIGNATURE:		DATE:

STATEMENT OF UNDERSTANDING

1 January 1992

In order to fly CAP aircraft, I understand I must meet Federal Aviation Administration and CAPR 60-1, *Flying, CAP Flight Management*, requirements. I understand that these directives are changed from time to time and it is my responsibility to know and comply with these changes. I also understand that violation of these requirements may result in action being taken against me under the provisions of CAPR 60-1 and CAPR 62-2, *Safety, Mishap Reporting and Investigation*. I understand the provisions of CAPR 62-2 and CAPR 900-5, *The CAP Insurance/Benefits Program*, regarding liability for damage to CAP property.

Signature

Date

NOTE: A copy of this statement will be retained in the pilot's flight records.

GLIDER QUESTIONNAIRE

Name _____ Grade _____ CAPSN _____ Unit _____ Date _____
Check Pilot _____ Grade _____ CAPSN _____ Score _____ Type/Model Acft _____

Complete this open book questionnaire using the *Flight Manual/Pilot's Operating Handbook*. If a question or part of a question is not applicable, write in NA. Prior to the flight the check pilot will review the questionnaire with the examinee. All questions will be corrected to 100%. The corrected questionnaire will be filed in the pilot's flight records.

1. List the airspeed for the following flight characteristics and limitations:

	<u>Solo</u>	<u>Dual</u>
a. Best Glide Speed	_____	_____
b. Minimum Sink Speed	_____	_____
c. Stall Speed (straight ahead)	_____	_____
d. Stall Speed (30 degree bank)	_____	_____
e. Maximum Aero Tow Speed	_____	_____
f. Maximum Auto/Winch Tow Speed	_____	_____
g. VNE (velocity not to exceed)(redline)	_____	_____
h. Va (maneuvering speed)	_____	_____
i. Pattern Speed	_____	_____

2. Give your immediate action for a rope or cable break?

3. Explain your plan for a rope/cable break at the following altitudes:

- a. Below 200 feet agl, above ground level: _____
b. Above 200 feet agl, above ground level: _____
c. Above 800 feet agl, above ground level: _____

4. Define "ABBCCCDDE":

A _____ B _____ B _____ C _____ C _____ C _____ D _____ D _____ E _____

5. Define "STALL" or "USTALL".

U _____ S _____ T _____ A _____ L _____ L _____

6. What is the maximum demonstrated takeoff/landing crosswind component?

7. List and explain the steps in spin recovery?

8. What is the minimum front/single seat weight? _____

9. Maximum gross takeoff weight is _____ pounds. Empty weight is _____ pounds. Useful load is _____ pounds.

10. Complete a weight and balance problem using you and your check pilot's weight.

ANNUAL CAP FORM 5 WRITTEN EXAMINATION
GLIDER

AUG 1998

Circle the correct answer

1. What is the definition of a CAP Aircraft? (CAPR 60-1)
 - a. Any aircraft owned and operated by and registered to CAP.
 - b. Any aircraft (either member owned/furnished or CAP corporate) used in a CAP flight activity.
 - c. Any aircraft flown by a CAP member.
2. What constitutes "Personal Use" when referring to CAP aircraft? (CAPR 60-1)
 - a. The use of an aircraft where the primary purpose is for primary flight instruction.
 - b. The use of an aircraft where the primary purpose is for the benefit of the individual rather than CAP.
 - c. The use of an aircraft where the primary purpose is for the obtainment of an additional rating for the individual member.
3. You want to fly a CAP glider flight activity at the local glider field. The field is not listed in the current FAA Airport/Facility Directory. Can you operate from the field.(CAPR 60-1)
 - a. No, it must be listed in the FAA A/FD if it is a civilian field.
 - b. Yes, as long as the unit commander approves and the president of the local SSA club approves.
 - c. Yes, as long as prior permission has been obtained from the owner/operator of the field and the wing commander.
4. Which of the following is a prohibited use of CAP aircraft? (CAPR 60-1)
 - a. Formation flying authorized by the wing commander.
 - b. Instruction of a senior member student pilot in a glider.
 - c. Flights specifically released to fly IACE cadets and escorts.
5. Can a 19 year old CAP cadet use a glider to complete flight number 6 of the CAP Form 77?
 - a. Yes, if he has not flown flight number 6 in a powered aircraft.
 - b. No, he can not fly on a cadet orientation flight past his/her 18th birthday.
 - c. Yes, he can log the orientation flight regardless of his powered history.
6. The Air Force Reservist cook team at your CAP Glider Academy wishes to take a ride. Can you fly the reservist?
 - a. No, the reservist needs to be on Air Force flight orders.
 - b. Yes, as long as the reservist is performing official duties with CAP he/she can fly.

7. Can a pilot who is involved in an aircraft mishap, while on a CAP flight activity, subsequently be involved in CAP flight activities while waiting for the results of the mishap investigation? (CAPR 60-1)

- a. Yes, as long as he is not the pilot-in-command.
- b. No, he may not participate in any CAP flight activity.
- c. Yes, with the Region Commanders written authorization.

8. You want to become a glider cadet orientation pilot. What are the minimum experience requirements? (CAPR 60-1)

- a. 25 hours PIC and 50 takeoffs and landings as PIC of a glider.
- b. 50 hours or 100 flights as PIC of a glider or be a current CFIG.
- c. 10 hours or 50 flights as PIC of a glider or be a current CFIG.

9. Your CG limits at 1102 lb. Takeoff gross weight are between 96.8 (forward) and 104.2 (aft). Is the following glider within weight and CG limits? (AC 61-23B)

	Weight	Arm	Moment
Empty weight	671		79006
Front Seat	200	43.7	
Rear Seat	<u>220</u>	87.8	<u> </u>

- a. Yes
- b. No

10. What steps does one have to take to become a CAP glider pilot? (CAPR 60-1)

- a. Join CAP as an active member, be at least 17 years old, have a valid FAA private or higher pilot certificate, have a current medical, complete a CAPF 5 flight check and written examination, and fill out a CAP wing pilot questionnaire.
- b. Join CAP as an active member, be at least 16 years old, have a valid FAA private or higher pilot certificate, complete a CAPF 5 flight check and written examination.
- c. Join CAP as an active member, be at least 16 years old, have a valid FAA private or higher pilot certificate, complete a CAPF 5 flight check, appropriate aircraft questionnaire and written examination.

11. You have completed your annual Civil Air Patrol Form (CAPF) 5 flight evaluation in your member-owned ASK-21. Can you fly the corporate Blanik L-23? (CAPR 60-1)

- a. Only if you have had an initial CAPF 5 flight check in a Blanik L-23.
- b. Only if you have had an initial CAPF 5 flight check in a corporate Blanik L-13.
- c. You can not fly the Blanik L-23 unless you have had an initial CAPF 5 flight check in the L-23 and complete a L-23 aircraft questionnaire in accordance with CAPR 60-1 paragraph 3-5.g.

12. You are a CFIG and have a current CAPF 5 in the corporate L-23. You become a CAP Glider Check Pilot in accordance with the 1998 Glider Guidance Letter. Can you administer an initial CAPF 5 flight evaluation in a member-furnished K-7?(CAPR 60-1)

- a. Yes, to exercise your check pilot privileges you have to be current in group, as defined by Table 3-1 in CAPR 60-1.
- b. No, you must be qualified in the K-7.
- c. Yes, your current CAPF 5 annual evaluation will suffice until you have the opportunity to get a check ride in the K-7.

13. After flying for CAP as a glider cadet orientation pilot for 1 1/2 years you have decided to work on your CFIG rating. Can you pay a CAP CFIG to give you instruction? (CAPR 60-1)

- a. Yes, if he is a FAA designated examiner.
- b. Yes, if the proceeds are given to the CAP unit.
- c. No, the flight instructor cannot be compensated.

14. You are a CAP senior member who holds no pilot certificate. Can you obtain flight training in a CAP aircraft toward a glider private pilot certificate? (CAPR 60-1)

- a. Yes, if you have been an active member of CAP for over one year.
- b. Yes, as long as the training is approved in writing by the wing commander.
- c. No, instruction as a student pilot is prohibited for CAP senior members.

15. You just received your initial CAPF 5 flight check in a corporate L-23. Can you fly your buddy's privately owned L-23 at the upcoming cadet flight orientation activity without a flight check in the glider? (CAPR 60-1)

- a. No, an initial check ride has to be completed in a corporate aircraft.
- b. No, the L-23A is in group 1 and the L-23B is in group two.
- c. Yes, an initial checkride in a corporate or member-furnished L-23 is the same as far as CAPR 60-1 is concerned.

16. Your annual checkride is due on the 31st of the month and you have scheduled a checkride on the 25th of the month. Who must ensure the flight release is obtained for the checkride. (CAPR60-1)

- a. The FRO is responsible for the flight release.
- b. Since the checkpilot is the pilot-in-command, he/she has to obtain the flight release.
- c. The pilot-in-command must obtain the flight release.

17. As a CAP pilot you must furnish documentation and information to establish your initial and recurring CAP pilot qualification to: (CAPR 60-1)

- a. Your unit of assignment.
- b. The wing headquarters.
- c. The region, wing and unit headquarters in accordance with CAPR 60-1.

18. When CAPR 60-1 is changed, where can you find a written list of the changes? (CAPR 60-1)
- In the table of contents.
 - In the summary of changes.
 - Each change is denoted by some method of identification.
19. Who has to administer the recheck after failure of an annual checkride? (CAPR 60-1)
- The region checkpilot or his/her designee.
 - The same checkpilot unless that check pilot agrees to another.
 - The wing checkpilot or his designee.
20. The weather turned sour during the oral portion of your annual flight evaluation. You completed the oral in fine fashion. How long is the oral good for? (CAPR 60-1)
- 30 days.
 - 90 days.
 - Must be re-tested.
21. What advanced preparation must you do prior to your annual flight check? (CAPR 60-1)
- If required, complete the CAPF 5 written examination, complete identifying information on a blank CAPF 5, only complete an glider questionnaire on the glider the being used for the flight evaluation.
 - If required, complete CAPF 5 written examination, complete identifying information on a blank CAPF 5, complete an glider questionnaire on all gliders the CAP pilot is authorized to fly.
 - If required, complete the CAPF 5 written examination with 120 days, complete identifying information on a blank CAPF 5, complete an aircraft questionnaire on the glider with the highest performance.
22. The flight release officer should remind you to review your IM SAFE card. What does “IM SAFE” stand for? (CAPR 60-1)
- Illness, Medication, Stress, Alcohol, Fatigue and Emotion.
 - Illness, Malnourished, Stress, Alcohol, Fatigue and Emotion.
 - Illness, Medication, Stress, Antihistamines, Fatigue and Emotion.
23. You are planning to complete your FAR 61.56 Flight Review during your annual glider standardization check flight. What are the flight review completion requirements?
- One hour of ground training and 45 minutes of glider flight training.
 - Three ground training sessions and one hour of flight training in either a glider or airplane.
 - Three instructional glider flights or one hour of flight training and one hour of ground training.

24. Pilot in command (PIC) means the person who (FAR)

- a. has final authority and responsibility for the operation and safety of the flight, has been designated as PIC before or during the flight and holds the appropriate category, class rating for the conduct of the flight.
- b. has final authority and responsibility for the operation and safety of the flight, has been designated as PIC before or during the flight and is actively flying the aircraft.
- c. has final authority and responsibility for the operation and safety of the flight, has been designated as PIC by the flight release officer, holds the appropriate class rating for the conduct of the flight.

25. When operating an aircraft at cabin pressure altitudes above 12,500 feet MSL up to and including 14,000 feet MSL, supplemental oxygen shall be used during (FAR)

- a. the entire flight time at those altitudes.
- b. that flight time in excess of 10 minutes at those altitudes.
- c. that flight time in excess of 30 minutes at those altitudes.

26. The minimum allowable strength of a towline used for an aerotow of a glider having a certificated gross weight of 1,040 pounds is

- a. 502 pounds.
- b. 1,040 pounds.
- c. 832 pounds.

27. The sailplane has become airborne and the towplane loses power before leaving the ground. The sailplane should release immediately, (Soaring Flight Manual)

- a. and maneuver to the right of the towplane.
- b. extend the spoilers, and land straight ahead.
- c. and maneuver to the left of the towplane.

28. What should a glider pilot do if a towline breaks below 200 feet AGL? (Soaring Flight Manual)

- a. Turn into the wind, then back to the runway for a downwind landing.
- b. Land straight ahead or make slight turns to reach a suitable landing area.
- c. Turn away from the wind, then back to the runway for a downwind landing.

29. What action should a pilot take when operating under VFR in a Military Operations Area (MOA)? (AIM)

- a. Exercise extreme caution when military activity is being conducted.
- b. Gliders are not allowed in the MOA.
- c. Obtain a clearance from the controlling agency prior to entering the MOA.

30. The dimensions of Class D airspace are (AIM)
- a. 5 statute miles from the geographical center of the primary airport and from the surface to 2999 feet AGL.
 - b. generally, from the surface to 2,500 feet AGL with individually tailored lateral limits.
 - c. based solely on the instrument procedures of surrounding class B or C airspace.

Compute and present to the checkpilot a weight and balance for you checkride using the evaluation aircraft and the weight of the checkpilot. (If checkpilot weight is not known use 180 lbs and update prior to the flight check.)

ADMINISTRATION OF CAP FORM 5 FLIGHT CHECKS

CAPR 60-1 requires specific actions and steps be taken for the successful completion of a CAPF 5 flight check. The following guidelines are provided to assist in the administration of CAPF 5 flight checks. Their purpose is to standardize the administration of flight checks throughout CAP, enable all check pilots and applicants to clearly understand what is expected of them during a flight check.

1. Advance Preparation. The applicant shall:

a. Unless satisfactorily accomplished as part of CAPF 5 flight check within the preceding 12 months, complete the CAPF 5 written examination.

(1) This examination is a take home, open book review of FAA and CAP flight procedures. The applicant is expected to refer to the applicable regulations and procedures in accomplishing this examination.

(2) The completed and graded examination (80% minimum score required) is presented to the check pilot who will administer the remainder of the flight check. The flight check must be accomplished within 90 days of the date on which the written examination is completed. The examination may be taken on-line from the HQ CAP web page.

b. Obtain a blank CAPF 5 and complete the identifying information. A copy of the Attachment 6 or 7 is acceptable.

c. For an annual standardization flight evaluation, complete an airplane or glider questionnaire for all aircraft the CAP pilot is authorized to fly. Other evaluations require a completed aircraft questionnaire for the aircraft used during the flight evaluation.

d. Contact an authorized CAP check pilot to schedule the flight check.

2. Preflight. At the time of the flight check:

a. The applicant shall:

(1) Obtain a flight release for the flight check from a designated flight release officer and inform the check pilot of the release (the applicant is pilot-in-command unless specific circumstances dictate the check pilot function as such for a portion or all of the flight). (If the check pilot is to function as the pilot-in-command, the check pilot will obtain the flight release.)

(2) Wear an appropriate CAP uniform.

(3) Present the following items to the check pilot:

(a) Completed and graded CAPF 5 written examination or evidence that it has been satisfactorily accomplished within the preceding 12 months.

(b) Complete aircraft questionnaires in accordance with 1.c. above.

(c) Partially completed (identifying data) CAPF 5.

(d) Valid FAA pilot certificate and current FAA medical certificate.

(e) Current CAP membership card. (Exception: CAP LOs are not required to have a membership card.)

(f) Aircraft log books (or other evidence to verify the airworthiness status) for the airplane used for the flight check.

b. The check pilot shall:

(1) Verify an appropriate CAP uniform is worn by both the applicant and check pilot.

(2) Obtain the following documents from the applicant:

(a) A completed and graded CAPF 5 written examination, if applicable (see paragraph 3-5.f.)

(b) CAPF 5 with identifying data entered.

(c) Completed aircraft questionnaire(s).

(d) Valid FAA pilot certificate and current FAA medical certificate.

(e) Current CAP membership card. (Exception: CAP LOs are not required to have a membership card.)

(2) Review the CAPF 5 written examination and discuss incorrect answers or obvious problem areas. For flight checks in a particular aircraft type, review the aircraft questionnaire and ensure the applicant has a thorough knowledge of the aircraft, its operating limitations, procedures, performance, loading and systems.

(3) Proceed with the flight check by accomplishing an oral review of those items on the CAPF 5 that cannot be accomplished in flight. The appropriate items shall be marked "V" to indicate verbal discussion.

(4) Question the applicant on any material related to the flight check deemed necessary to determine the qualifications of the applicant.

(5) Verify the aircraft to be used is in an airworthy condition and that all required documents are in order.

3. In-Flight Evaluation.

a. The applicant is usually pilot-in-command unless specific circumstances require the check pilot to function as such for a portion of the flight. Any such conditions will be clearly discussed and agreed to prior to conducting the flight check. If circumstances require the check pilot to assume command of the aircraft during the flight check to prevent a dangerous situation, the flight check shall be considered unsatisfactory and immediately terminated.

b. The check pilot will observe the applicant accomplish requested flight maneuvers and demonstrations in accordance with the criteria contained in the appropriate FAA Pilot Practical Test Standards without assistance from the check pilot. The check pilot may exercise some discretion in providing limited instruction to correct minor deficiencies observed, however, such activity

will be restricted to a few minor items. Numerous deficient areas and unfavorable trends are evidence of substandard pilot proficiency and will be considered evidence of unsatisfactory performance.

c. For applicants holding an instrument rating or ATP certificate and desiring to exercise instrument privileges on CAP flight activities, the check pilot will observe the applicant demonstrate instrument proficiency during at least partial panel unusual attitude recovery, holding patterns, and at least one instrument approach. Additional demonstrations can be required by the check pilot if considered necessary to demonstrate an acceptable level of instrument proficiency. (This minimum instrument proficiency demonstration is NOT intended to satisfy the requirements for an instrument competency check.) A FAA recognized flight check requiring a demonstration of instrument competency within 180 days preceding the CAPF 5 flight check may satisfy the requirement.

4. Post-Flight - Review and Documentation.

a. The check pilot shall:

(1) Review the applicant's performance during the flight check and discuss any comments or suggestions.

(2) Complete the appropriate entries on the CAPF 5. Any notations or limitations should be entered in the remarks section. Once the check pilot indicates the flight check is begun, a completed CAPF 5 is required.

(3) Return the completed CAPF 5, aircraft questionnaire (if applicable), and written examination (if applicable) to the applicant for copying and distribution as necessary.

b. If the flight check is unsatisfactory, the applicant shall be informed as to the specific unsatisfactory items. These items shall be noted on the CAPF 5. The check pilot shall return all documents to the applicant. The applicant should be reminded that he/she is required to accomplish the recheck with the same check pilot unless that check pilot agrees to another. Advise the applicant what is necessary to prepare for retaking the flight check and make any necessary arrangements for scheduling it. Ensure the respective wing standardization/evaluation officer and the appropriate wing commander are notified of the failure.

c. Applicants who believe improprieties existed in the administration of their flight check should contact their unit commander to discuss the matter. If the unit commander agrees that a complaint is justified, the standardization/evaluation officer of the wing in which the flight check was given is provided the necessary details concerning the complaint. Any such situations shall be promptly investigated by the standardization/evaluation officer. A report to the unit commander relating the complaint will be provided within 10 days. The unit commander shall notify the applicant of the disposition of the complaint. The decision of the responsible wing standardization/evaluation officer regarding the proper conduct of a flight check is final.